

To-day's Advertisements.

NOTICE.
H. & J. SAMPSON have commenced
Business as CIVIL ENGINEERS,
ARCHITECTS, SURVEYORS, LAND and ESTATE
AGENTS, and GENERAL BROKERS, and re-

apocally solicit the support of the Hongkong public. Plans, Estimates, Drawings, &c., promptly supplied, and all Commissioners will receive due attention.

OFFICE—QUEEN'S ROAD CENTRAL,
(Opposite Lee Hoob Street).
HONGKONG, June 5, 1889. 1092

HONGKONG RIFLE ASSOCIATION.
SPOON COMPETITION—600 YARDS.

TEN SHOTS—CARBINES allowed ONE
Shot extra will take place NEXT
SATURDAY, 8th Instant, at 4 p.m.

A. SHELTON, HOOPER,
Hon. Secretary.
Hongkong, June 6, 1889. 1096

SHIPPING.

ARRIVALS.
June 5, 1889:—
Esq. German steamer, 747, Johnson,
Saigon June 1, General.—MERCURIES & Co.
June 6:—

Rocky, British steamer, from Whampoa.
Kuang Lee, Chinese steamer, from Whampoa.
Stout, British steamer, 1,265 T. Millers, Shanghai Line and Amoy 4, General.
—BUTCHFIELD & SWIRE.
Scoobee, British steamer, 313 T. Rowin, Pakeh June 3 and Hoihew 5, General.
KWONG TAI LOONG.
Kuifung, British steamer, 1,455, W. O. M. Yung, Shanghai May 29, Amoy June 2, and Swatow 3, General. —JARDINE, MATHESON & Co.
Namchoe, British steamer, 1,109, B. P. Wilkins, Penang May 23, and Singapore June 1, General. —CHRISTIE.
Chongkong, British steamer, 909, Siaming, Swatow June 5, 7 p.m., General. —BUTCHFIELD & SWIRE.

DEPARTURES.
 June 8
Chongkong, for Swatow.

Rocky, British steamer, from Whampoa.
Kuang Lee, Chinese steamer, from Whampoa.
Stout, British steamer, 1,265 T. Millers, Shanghai Line and Amoy 4, General.
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—JARDINE, MATHESON & CO.
Namchoe, British steamer, 1,109, B. P. Wilkins, Penang May 23, and Singapore June 1, General.
—CHRISTIE.
Swatow, British steamer, 909, Slesand, Swatow June 5, 7 p.m., General.
—BUTCHFIELD & SWIRE.

DEPARTURES.
 June 8
Chomaya, for Swatow.

*Peking, for Whampoa.
Natal, for Europe, &c.
City of Rio de Janeiro, for San Francisco.
Port Fairy, for Vancouver.
Dunbury, for Suigon.
Bisa no, for Singapore and Bombay.
Don Juan, for Amoy and Manila.*

| Vessels Adverted. | |
|---------------------------|-----------------------|
| Dénomination. | Vessels. |
| Kobe | Marchet (s). |
| London, v. Sué. Canal | Stentor (s). |
| London, v. Sué. Canal | Opok (s). |
| London, v. Sué. Canal | Brindis (s). |
| Marseilles, v. Sué. Canal | Whanpon (s). |
| New York | Changsha (s). |
| New Zealand Ports | Whanpon (s). |
| Port Darwin, &c. | Changsha (s). |
| S. Francisco, v. Yamao | Quio (s). |
| S. Francisco, v. Yamao | City of New York (s). |
| Singapore | Tian (s). |
| Shanghai | Coromandel (s). |
| Shanghai, on Swatow | Fooksing (s). |
| Spore, Pannag & Chtu | Aratam Apear (s). |
| Swatow, Amoy & T'ai | Hailong (s). |
| Vincovator (B.C.), &c. | Abysinia (s). |

| | Nos. of Shares. |
|-------------------------------------|--------------------|
| Hongkong and Shanghai Bank Corp. | 60,000 |
| MARINE INSURANCES. | |
| Canton Insurance Office Co., Ltd. | 10,000 |
| Cann. Indemnity Insurance Co., Ltd. | 24,000 |
| Chinese Insurance Co., Limited | 1,500 |
| Norwich Union Insurance Co., Ltd. | 5,000 |
| Straita Insurance Co., Ltd. | 30,000 |
| Union Insurance Society Co., Ltd. | 10,000 |
| Yantai Insurance Association, Ltd. | 8,000 |

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| FIRE INSURANCES. | |
| China Fire Insurance Co., Ltd..... | 20,000 |
| Hongkong Fire Insurance Co., Ltd..... | 8,000 |
| Straits Fire Insurance Co., Ltd..... | 20,000 |
| FIRE AND MARINE INSURANCES. | |
| Singapore Insurance Company, Ltd..... | 40,000 |
| DOCKS. | |
| H'kong & Whampoa Dock Co., Ltd..... | 12,500 |
| STEAM BOATS. | |
| Oriental and Manila S. S. Co., Ltd..... | 8,500 |
| Douglas Steamship Co., Limited..... | 20,000 |

| | |
|------------------------------------|--------|
| Y. C. and M. Steam Coal Co., Ltd. | 42,000 |
| Indo-China S. N. Company, Limited | 60,000 |
| Steam Launch Company, Limited | 2,000 |
| REFINERIES. | |
| China Sugar Company, Limited | 15,000 |
| Indon Sugar Company, Limited | 7,000 |
| WHARVES. | |
| H.K. & Kw. Wharf & Godown Co. | 17,000 |
| LAND. | |
| Hongkong Land Investment and | |
| Agency Company, Limited | 50,000 |
| TRAMWAYS. | |
| H.K. High-Level Tramways Co., Ltd. | 1,200 |
| MINING. | |
| Perak Tin Mining & Smelting Co. | 5,000 |

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| Minjion & Surgis Dus Samatan Mining Co. | 40,000 |
| Société Française des Charbonnages du Tonkin | 8,000 |
| PLANTING, ETC. | |
| Asia-Borneo Company, Limited | 7,500 |
| Darvel Bay Trading Company, Ltd. | 4,000 |
| East Borneo Planting Co., Limited | 4,000 |
| Malayan Planting Company, Limited | 6,000 |
| Longel Koyah Planting Co., Ltd. | 5,000 |
| HOTELS, BUILDING, ETC. | |
| Angkor Arms Hotel and Building Co., Limited | 4,000 |
| Dongkong Hotel Company, Ltd. | 3,000 |
| 3,000 a/c. issued | 3,000 |
| Hotel & Trading Co., Limited | 4,000 |
| Nest Point Building Co., Limited | 12,500 |
| DEFENSES. | |
| S. T. Watson & Co., Limited | 3,800 |
| Bruckhaus & Co., Limited | 1,000 |
| LIGHTING. | |
| Chia & Chia Gas Co., Limited | 5,100 |
| New Stars | 1,300 |
| Dongkong Electric Co., Limited | 30,000 |
| BRICK AND CEMENT. | |
| Green Island Cement Co., Ltd. | 20,000 |
| Dongkong Brick & Cement Co., Ltd. | 4,000 |
| Green Island Cement Co., Ltd. | 20,000 |
| Campbell, Moore & Co., Limited | 1,200 |
| Asia, Fenwick & Co., Limited | 2,000 |

collision, and not twenty, as was at first reported.

MORE STRIKES IN GERMANY.
Berlin, May 21.—Three thousand masons of this city have struck work. They demand a nine hours' working day and increased wages.

MEETING OF THE EMPEROR WILLIAM AND KING HUMBERT.

Berlin, May 21.—His Majesty King Humbert, accompanied by the Prince Royal Victor Emmanuel, and the Sicilian City Guard, arrived here this morning. The meeting between the Emperor William and King Humbert was of a most cordial nature. The streets along which the royal cortege passed were splendidly decorated and lined with troops throughout.

Berlin, May 21.—Strikes in Westphalia and Silesia are virtually over. A general strike has taken place among the miners working in collieries at Zwickau in Saxony.

LOCAL AND GENERAL.

PASSED SUEZ CANAL.

DEPARTED PASSED ARRIVED

Devonshire, 12; Lenoxx, Unionist, 28;
Therion, May 10; Gleaner, Ulysses,
14; Merionethshire, Altonwater, Aglat,
Oldborough, 17; Devocation, Sachsen,
21; Pemptos, Glazee, 24.

HOWARD BOUND - Glenagarry, May 7
Highfield, 10; Metapedia, Donet, 14;
Bellerophon, Nector, Hector, 17; C
lops, Glengyle, 21; Titan, 24.

The P. & O. Co.'s s.s. *Coronado*, with the English Mail for May 10th, left Singapore on Tuesday, the 4th inst., at 5.30 p.m., and may be expected here on or about Sunday, the 9th inst. This Packet brings replies to letters despatched from Hongkong on April 3rd.

The Canadian Pacific Co.'s s.s. *Abeyama*, from Vancouver, left Yokohama for Kobe and Hongkong on Friday, 31st May.

The Canadian Pacific S. Co.'s str. *Baltica*, left Vancouver for Japan and Hongkong on 31st May.

The E. & A. Co.'s steamer *Guthrie* left for Darwin on 29th May, and is expected here on June 8.

The P. & O. s.s. *Lamberty*, from Bombay left Singapore for this port on the 3rd inst., and will arrive here on the 10th.

The Glen Line steamship *Glenearn*, from London, left Singapore on the 5th June, and may be expected here on or about the 11th June.

The s. s. *Moray*, from Obitutta, left Singapore on the 6th June, and may be expected here on or about the 12th June.

The P. & O. extra steamer *Telaran* left Rangoon, for this port, on the 10th June.

Messrs Jardine, Matheson & Co. inform us that the s.s. *Glenearn*, from London for this port, left Singapore yesterday evening.

Messrs Jardine, Matheson and Co. inform us that the S. S. *Moray*, from Calcutta for this port, left Singapore to-day.

The Shamoon Hotel and Land Company
Limited, with an authorized capital of
\$100,000 in 5,000 shares of \$20 each, has
to-day been registered.

WE are requested to announce that there
will be a Church of England service at
the Peak Church on Sunday next, the 9th

Inst., and on Sunday the 16th, (probably also on the 23rd) at 4:30 p.m. There will be no 8 a.m. service this month.

YESTERDAY afternoon a junk while off Foo-tai-uan was struck by lightning. The junk had its mainmast split and sustained other damage, and one of the crew was

Mr King, Land Bailiff, who was on a steam launch in the neighbourhood, saw the occurrence, and offered to take the injured man to Victoria, but the offer was declined.

Stable Robert Graham said he was on duty at the bench at Tain-ta-tsui yesterday afternoon and saw the defendants bathing in the bay there. They wore no bathing pants and two ladies called his attention to the fact. The defendants admitted the charge and were fined \$1.50 each.

J. B. DESHMUKH, a clerk in the Public Works Department, was walking along Abercrombie Street yesterday evening when a Chinaman made an unsuccessful grab at his gold watch-chain. Deshmukh hit the man on the wrist with his stick and ran after him. He was joined in chase by a Chinese Constable, who succeeded in getting hold of

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the thief, who was today sentenced by Mr. Pollock to pay a fine of \$10, with the alternative of six weeks' imprisonment.

A SHOP-COOLE named He Achun, in the employ of H. Ratnowsky and Co., Lyndhurst Terrace, was brought before Mr. Pollock to-day charged with the larceny of

The evidence it appeared that a roll of notes of the value mentioned had been inadvertently left lying on the counter and the coolie had quietly annexed it. He was sentenced to six months' hard labour.

Detective Sergeant McDonald, who arrested the prisoner, recovered \$34 of the "sum

A MAKE-SHIFT arrangement has been made for having a supply of 'real Tytam' brought to the filling beds, and as the breakage in the main pipe at Garden Road has been repaired a limited supply is being got into the city. The method adopted is

the conduit by means of a series of open wooden troughs, which can be removed and reconnected as required. The benefit of the new arrangement was obtained for the first time yesterday evening. Meanwhile, a pretty strong force of colliers has been set to work to clear away the accumulation of

a month) which such an appointment would bring. His application was set aside and a gentleman unconnected with the service was appointed. Not being able to obtain any satisfaction with regard to what he considered his just claim for the salary due to him while acting for Mr. Malsch, and finding that his services were so little appreciated that an outsider was preferred to him, Mr. Sampson resolved, if he obtained no answer by the end of May to his claim to the salary long overdue, to place his resignation in the hands of the head of the Department. This decision was not—as every one who knows Mr. Sampson will at once believe—arrived at suddenly and with the view of taking advantage of the difficulties with which the Department found itself

ing the one containing his resignation, to the Colonial Secretary, no doubt, thinking he that was doing Mr Sampson a service by laying his case before the Governor. The Colonial Secretary forwarded the correspondence to the Governor, and now comes in the dramatic incident. The Governor on reading the resignation, not being able apparently to govern his own temper, wrote a valiant something to the following effect: "Accept at once. Tell him to return immediately all the articles belonging to the Government he has in his possession: he need not do any more work. This of course meant immediate dismissal, and as Mr Sampson is entitled to his salary up to the end of

having left Brindisi home-wards on Saturday last. The first outfit despatched will commence with the mail train leaving London on Friday evening next. May 3, the cars running through the whole distance from Calais to Brindisi. Not only are meals excellently served in the train at moderate rates, but the number of sleeping berths is largely increased, and the arrangements generally are so far improved as to render this formerly fatiguing route the pleasantest, as well as the quickest, between this country and the Kingdom of Italy.

CONFIDENTIAL

Mr. Cross, manager, Hongkong Gas Co., writes us, stating that the connection by the Clock Tower is only a temporary one, and explaining the delay in making it permanent. He says: "After the explosion on Thursday morning last, my first object was to renew the general supply, and this was done by sections, and by Monday evening the whole of the City was lighted. It then remained to treat with individual complaints. From the report of Mr. Mr. Terry, I found that nearly every meter had been affected more or less by the influx of water into the mains on the 20th. In some the whole of the water had been blown out, and in others the meter had been completely filled with water, thus every meter required personal attention and the whole of our staff are on this work; many of the lamp services too have to be disconnected from the mains and cleared out. It is hardly imaginable the amount of work we had to get through in a few days, and the strain both mental and manual was very exceptional. Having done so much for the public, Mr. Cross is, we think, justified in claiming the indulgence of individuals. It will perhaps be months before the Company see the end of all the trouble likely to arise from this storm; but the Manager hopes to get the connection in Queen's Road made permanent in a day or two."

THE LAWS OF CHINA.—Important Alterations.—At a special general meeting of the M.C.C. on May 1, the three proposed alterations in the laws of cricket—first, to substitute five balls to the over for four; second, to permit the bowler to change ends as often as he likes, provided he does not bowl two overs in succession; and third, to empower the inside on the third day of a match, and in a one-day match, at any time to declare their innings at an end—were all carried, and immediately come into force.

On the 2nd May it was announced by the North London Rifle Club that in the previous day's shooting at the Tottenham ranges, Corporal Leghorn, of the London Scottish Volunteers, made the unprecedented score of 100 points out of a possible 100 in twenty shots with the Martini rifle at 800 and 900 yards—48 at the first distance and 42 at the second. On the same day, shooting at 800, 600, and 600 yards, Captain Cowan, of the Royal Engineers, made the unprecedented score of 100 points out of a possible 100, this being the first time that total has been reached this year.

Never, perhaps, were more striking figures given to the world than those contained in a parliamentary paper just issued, the report, namely, of the British statistics of the Suez Canal. From these statistics, says the *Daily Telegraph*, it appears that out of every hundred ships which pass through the Canal more than seventy-eight are British. The number of ships which entered the Canal in 1888 was 1,000, and the proportion is increasing in our favour year by year. We send through more than thirteen times as many vessels as France, seventeen times as many as Italy, and nearly twenty times as many as Germany. The percentages are: British, 78.6; France, 5.8; Italy, 4.0; Germany, 3.8. What is almost a remarkable fact is that the trade through the Canal of countries bordering on the Mediterranean is falling off slightly, while ours, spite of the disadvantages of distance, is advancing. Germany alone has forged ahead a little, so as now to exceed her neighbour Holland.

A very exciting ocean race was lately terminated between three well-known transatlantic liners from Sandy Hook, New York, to Brownhead, on the Irish coast. The Cunard liner, *Gallia*, the *Iman*, City of Berlin, and the *White Star*, *Adriatic*, left Sandy Hook together on Wednesday the 10th April, at 10 p.m. for Queenstown. For the three following days the three ships were unable to outstrip each other, although their engines were driven full speed. Much excitement prevailed among the passengers, and these were feverishly laid. On the fourth day the *Gallia* gained a good lead, the other two, amidst much cheering, and the *City of Berlin* and the *Adriatic* behind. Henceforward they never sighted each other, and they were timed as follows, passing Brownhead signal-station on the Irish coast, the *Gallia* completing the passage in seven days nineteen hours and twenty minutes; the *Iman* in two hours and twenty minutes; *Gallia* forty-five minutes past eleven a.m.; *City of Berlin*, five minutes past two p.m.; and *Adriatic*, twenty-five minutes past three p.m.

THE STRAITS TIMES.—Shortly after 9 a.m. on the 29th ultimo, a serious and distressing accident befell Mr. W. Buchanan Smith, the well-known share-broker, by his falling over the railings of his office, on the first floor of a building in Oriental Bank Lane, to the ground. The first intimation of the disaster was given by a family, who happened to be looking down from the balcony of the building on the ground. The man came running into the *Straits Times* office, and assistance was immediately sent. But in the meantime Mr. Latham and Dr. Leask had arrived on the scene. The difficulty remained how to get the man down, the only way being to get him out through Messrs. Galloway's godown, but unfortunately the premises were all locked up. After a few minutes' delay the door was burst open, and Mr. Smith was found lying on the ground in a conscious condition, with his head badly cut and injured, and a corresponding blood. Willing hands carried the injured man into the dispensary of Dr. Leask close by, where the united efforts of Drs. Galloway and Leask were called in. After examination it was found that Mr. Smith was suffering from a broken ankle, severe injuries to the head and right eye, with some internal injuries in the region of the chest; altogether these were of such a serious nature that it was thought advisable to despatch the patient to the hospital. The police ambulance conveyance was obtained, and Mr. Smith was taken to the hospital, where he will be more carefully examined by Dr. Galloway. Mr. Latham usually accompanies Mr. Smith to the office, but on this particular morning business necessitated a delay, so that he did not arrive till about half-past four. Mr. Smith is a man of opinion that Mr. Smith was not discovered till about a quarter of an hour after the fall, and the only conclusion he can arrive at as to how Mr. Smith fell, is that he must have been leaning over the railings, when, by some means unexplained, he slipped and fell. Dr. Galloway says that Mr. Smith was examined by him, and found suffering from concussion of the brain, a broken bone in the right foot, and severe shock to the system. His condition is rather critical.

MISSION WORK IN HONGKONG AND CHINA.—Rev. G. H. Bondfield preached a special sermon last Sunday forenoon on the above subject, with special reference to the operations of the London Missionary Society. Mr. Bondfield, in the course of his remarks, said:—Protestant Missionaries began work in China in 1807, under the protection of the East India Company, but little was done at first beyond the study of the language and dictionary making. Success came only after much perseverance, till after the first treaty with China, in 1842, when English and American missionaries settled in the first treaty ports. At the end of 45 years, there are 363 missionaries (or 1123 including missionaries' wives) at work. These represent—forty English, American, and Continental Societies or agencies. The native ordained ministers number 162; preachers or evangelists not ordained, 1,200; communicants 34,555, and scholars 14,800. Last year the native co-missionaries raised \$44,000, an increase of \$9,000 over the previous year, and the increase of communicants was 5,300. Adherents or those receiving instruction are not included in the number given, only those who are on the roll of communicants. The 1,100 Protestant missionaries are scattered pretty well over the eight provinces of China. I make a special point of this fact because of the absurd statements which appear occasionally in the public press. A few weeks ago *Truth* published a criticism on missions in China, and in comparing Roman Catholic methods with those of Protestant missionaries, said: "On the native style of dress (pigtails included) and undergoing considerable privations as regards their food, social surroundings, &c." With regard to the Protestant mission the editor of *Truth* then asks: "Can it be wondered that a native Christian, who has been a Christian for a long time, is a native?" This is a favourite criticism and comparison. Now as a matter of fact only a small minority of Protestant missionaries are at work in the treaty ports. For example, in the case of Hongkong, if you take the thirty years' experience of the London Missionary Society, there are 43 missionaries. Of this number 18 are at work in Hongkong. Twelve of the eighteen are ladies engaged in special education work, and the remainder are at work in the interior. The medical missionary in charge of the Alice Memorial Hospital and one of the Pastor of Union Church. But against these 18 workers who reside in Hongkong there are 25 working inland in the adjacent provinces of Kweichow, Szechuan, and Yunnan. The missionaries residing at inland stations will be found quite a great. Just a word as to the success of Roman Catholic Missions in China, to which *Truth* refers. I have taken some figures from statistics prepared by the Propaganda House and a quotation from the *Chinese Recorder*. The number of Roman Catholics in China is given as 541,720, or, taking the population of the Empire as 390 millions, one in every 650 of the population; whereas the Protestants have only 34,555 communicants, or one in every 11,000 of the population. It is difficult to know precisely what is meant by the word "catholic" here, whether those who have been at any time baptised or those at present in full communion with the church; for there is one remarkable fact in connection with this statement, and that is, that the vast majority of Catholics in China are in the Roman Catholic Church. On the other hand, in the figures of the Protestant societies there are 15,000 children, or nearly one for every two members of the church. This makes it difficult to understand what each total includes, with so few children appearing. Again this report gives 6800 Catholics in Hongkong and 1000 pupils in the schools; but from the Government Inspector's Report for last year it appears that 712 of these scholars are in English or Portuguese schools and include scholars in St. Joseph's College and Victoria English school. One other fact to be borne in mind is making a comparison between Protestant and Roman Catholic Missions in China, is that the 36 vicarages into which China is divided for ecclesiastical purposes by the Church of Rome, missionary operations have been carried on for nearly 200 years, and of the total number of Catholics about 230,000 are to be found in these vicarages. I do not make these remarks to disparage Roman Catholic mission work. As Protestants we must see grave defects in the teaching of that Church, but I yield to none in hearty admiration of the heroism and self-sacrifice of its missionaries who without the home comforts that make life tolerable to so many of us in an alien land have laboured so well and so successfully. I merely want to warn you about the alleged newspaper statements, such as we have in *Truth*, which are given to the public as valuable contributions to the missionary question and as trustworthy criticisms. So much for the general aspects of this question, and now a word or two with regard to the London Mission. It works from twelve centres in China, eight at the treaty ports and four at inland stations. There are six missionaries connected with the society at work in China, 3,700 communicants and 1,800 adherents. As little foreign money as possible is spent in supporting preachers and other native workers. Every community or company of Christians is expected to do something for itself, and to bear the cost of all that is needed for the maintenance of the work. The salary of a native unordained preacher is about that of a second-class cook in Hongkong. Of the quality of these workers from my short personal experience I have formed a very high estimate. They are for the most part men of piety and sagacity, and are faithful in their work. But you say: "I see nothing of this." I never saw a Chinese Christian. Did you ever want to see one, or go out of your way to inquire about missionary work? In illustration of the ignorance that prevails in regard to mission work in China, I may mention that a few weeks ago travelling

in the English mail, a friend of mine had for a fellow-passenger, a gentleman who had resided in Hongkong for ten years, and he was asked by this gentleman what there was not a native church in the Colony. He was positive of this, for he had not been ten years resident in Hongkong! Now let me tell you the actual state of affairs. Connected with the London Mission there are over 250 native communicants; with the Basel Mission 160, with the Church Mission 80 and with other agencies from 15 to 20—over 650 communicants not counting heretics or catechumens. Are there as many European communicants in our various Protestant places of worship? As another instance of the absence of correct information on the state of mission work in Hongkong, I may mention that in that excellent publication the *Hongkong Almanack* there is no reference to the largest Chinese church in the Colony, either to the building itself—which seats over 400 people, or to the body of Christians who worship there—which often fills the building—or to the communicants who number over 280. This church is entirely self-supporting, and receives no foreign help. I don't speak of the work done in the Hospital, of the free Dispensary, of our schools, of the training of students, of the evening preaching in the various chapels, but these facts are capable of being verified, and I place myself at the disposal of any member of the congregation who may wish to test their accuracy. All this work is open to your inspection and I venture to think that the facts have not been overstated. No one sees more defects in missionary work than the missionary himself, but there is much honest and quiet work, and support, and at least enough can be seen in the Colony to leave no excuse for those who repeat the absurd statements of passing travellers or careless newspaper writers.

CANTON NOTES.

(From our Correspondent.)

After a comparatively dry season, as compared at least with last year, a heavy downpour broke over Canton on Tuesday last. The lightning and thunder followed in quick succession, and such was the heavy fall of water that Shamien was flooded in many parts; and as for the native city the streets were at first well washed, the drains well flushed, but at length, after the continuation of rain on Wednesday, a number of them were under water. Foot passengers waded about very difficultly, and a large number of houses were struck by lightning in the course of the storm, resulting, as far as can be gathered, in the death of several persons; but what more than other seems to have contributed to swelling out the list of victims, and increasing the value of loss of property sustained is the fall of several houses, entirely built of mud-brick. A gleam of sunshine flashed on Canton on Saturday, but Sunday morning began with a sudden and heavy rain, accompanied by loud thunder and forked lightning. The result, so far, has been beneficial, as the thermometer had been oppressively hot. Indeed, so great was the change that the thermometer fell five degrees in a short time.

As regards our country, heavy rains are reported from Shao-ching, Kaitang, and Lanchow, and many houses have fallen in all these places. Luckily the banks stood firm, and no actual flood has added its dire effects to the work of the heavy storm.

The current in the river has been running high from Shao-ching, Kaitang, and Lanchow, and many houses have fallen in all these places. Luckily the banks stood firm, and no actual flood has added its dire effects to the work of the heavy storm.

The Dragon Boat festival has again come and nearly gone, but, in spite of the return of summer, the spirits of the people seem to have been so thoroughly damped that very little excitement prevailed. What was very striking was that the boats that usually commenced their tomtomping on their way up and down at a very early hour of the day, have on this occasion been conspicuous by their absence. Onlookers, however, remark the return of some "good day," and it was only after a comparatively late hour that these famous boats made their appearance anywhere in the vicinity of Shamien.

The Customs party bound for Lungchow arrived on the 26th May. The Hongkong party is expected to arrive on the 27th, and it is reported that at some place or other they had some difficulty in obtaining coals and had been compelled to delay their departure for over a week.

Speculation is contagious, and already Shamien is said to be a hot place for share-brokers and speculators. After all the rumours that were circulated from time to time as to the establishment of a hotel here, it is pleasant to see that the rumour has at length assumed substantiality and that a company for carrying out this plan, which is sure to be successful, is now being formed. It is satisfactory to note that the *Patres* concept of Shamien have waived their conservative prejudices.

THE DISPOSAL OF THE CITY REFUSE.

The question of the disposal of the City refuse is not one which excites great interest in the Colony, but it is nevertheless a very important one, as it directly affects the health of the Colony. There is the additional interest also that the old system of partial burning having been found noxious, it has become the duty of the authorities to find some new means of disposing of the rubbish. Various rival schemes have been proposed, and the Government finally determined to reclaim by means of the rubbish the bay at the Eastern side of the small peninsula on which the Consular offices are situated. The question arises with the depositing of the rubbish, which will go on during the next thirty or fifty years, be injurious, if properly covered with earth, to the inhabitants of the Kowloon peninsula, the number of whom is steadily increasing. The matter has been frequently discussed at the Sanitary Board, which some months ago recommended that a patent destructor be purchased—but the correspondence which has taken place on the subject of the recommendation and Mr. McCallum's report thereon, have not yet been published. This important subject and the desire to give both sides of the question induced me to apply to the Secretary of the Board for per-

mission to reproduce the documents which, after being circulated to members, were laid on the table at last previous meeting.

Minute by Colonial Secretary.
I reported verbally to His Excellency that I had withdrawn the attached note, in consequence of a conversation I had with Mr. McCallum, Sanitary Superintendent, who, examined into the working of several destructors, while he was in Hongkong. Before a vote is taken, I think his observations should be noted. He has had practical experience of their working, and will therefore be able to make a practical report on the whole subject.

F. S.
26.3.89.
I fully concur and direct accordingly.

G. W. V.
27.3.89.
To the Sanitary Superintendent for his consideration and observations.

F. S., Col. Sec.
27.3.89.

The Hon. Colonial Secretary.
The final disposal of town refuse was one of the subjects I gave special attention to during the time I was occupied in enquiring into the systems of sanitation adopted and enforced by the corporations of the principal towns in Great Britain and the United States of America. The more important methods of disposing of town refuse may be conveniently dealt with under the following headings, viz:—

A.—Its removal to Agricultural Districts and its utilization for fertilization purposes.
B.—Its removal to and the tipping of it at comparatively isolated spots, and its neighbourhood of the town from which it is collected.
C.—Its cremation in special furnaces technically known as Refuse Destructors.
D.—Its removal in specially constructed boats or barges out to sea and its discharge there with certain precautions.

Method A.—This method is not applicable to Hongkong inasmuch as the material value of the refuse to be removed is not such as would induce the Chinese Agriculturalists to receive the refuse, and this removal is the main factor in favour of this method of disposal.
Method B.—This method is applicable to Hongkong and can be carried out here in a satisfactory manner at a very little cost. Not only so, but it would, as a distant date, give a very considerable return for the money expended in carrying it out and, should the colony continue to develop in the future at any thing like the same rate it has done in the past, ultimately a very large return. The way would be to remove the refuse to a distant spot, where it would be used for the reclamation of land from the sea and the subsequent planting of such reclaimed land with edible fruit bearing trees. The use of such reclaimed land for any other purpose than that of agriculture or horticulture would be of any advantage to the inhabitants in the neighbourhood of any reclamation made with it. In such cases a place would require to be chosen which has not, and is not likely for many years to have, any very many inhabitants. And the question arises, Is there such a place for reclamation? The answer is, yes, and where the cost of depositing the refuse would be less than carriage out to sea.

Method C.—This method, which viewed solely as a means of getting rid of objectionable matter and when properly carried out leaves little to be desired. It is, however, a somewhat costly means of disposing of town refuse. The estimated initial cost of a destructor and plant capable of cremating the refuse now being removed daily from Victoria is quoted in the attached papers at \$30,500. This estimate does not include the cost of machinery and labour required to remove daily about 80 tons of refuse from the dust-boats to the mouth of the furnace nor the cost of the labour for removing the clinker formed during the cremating process, viz., about a fourth of the original refuse matter put into the furnace, or, in other words, about 20 tons of clinker. In England this cost is used for various purposes, such as road-making, mortar-making, and when mixed with cement, at least, and in all probability for an additional twenty years. There are a considerable number of aqueducts in the neighbourhood of the site recommended for carrying out this method of disposal, but, so far as I am aware, no one has been able to ascertain the exact cost of the labour required to remove the refuse from the dust-boats to the mouth of the furnace, and this cost, together with the cost of the labour required to remove the clinker from the furnace, should be added to the sum given in the attached papers as the cost of maintenance of a destructor.

Method D.—This method, like Method C, when properly carried out, and this can easily be done here, is a highly satisfactory one, and the only point for consideration is the question of cost. In the attached papers the estimated initial cost of the plant is given as \$40,000, and the monthly cost of running it is given as \$800. On the face of it, the figures given appear to me very high. To recapitulate.

Method A.—Not applicable to Hongkong.
Method B.—Applicable to Hongkong and can be carried out satisfactorily. Initial cost, \$31,500, to which \$1,600 should be added for steam hoisting gear; maintenance and working expenses \$290 a month, to which should be added \$75 a month for the removal of the clinker formed.

Method C.—Applicable to Hongkong and can be carried out satisfactorily. Initial cost, according to the attached papers, \$31,500, to which \$1,600 should be added for steam hoisting gear; maintenance and working expenses \$290 a month, to which should be added \$75 a month for the removal of the clinker formed.

Method D.—Applicable to Hongkong and can be carried out satisfactorily. Initial cost, according to the attached papers, \$40,000, to which \$1,600 should be added for steam hoisting gear; maintenance and working expenses \$800 a month.

It would, therefore, seem clearly evident that Method B is the one that should be adopted. It is the only one that would be self-supporting, and it is the only one that would be self-supporting. In doing so, I am only too well aware that exception will be taken to it, and that in the event of its adoption, every outbreak of disease which may occur in the Colony will be, by some persons, attributed to this method of disposal, in the present state of feeling in the Colony, a popular one.

The only valid objection that can be raised against the method I recommend for adoption is, that it will in some way or other prove injurious to the health of the Colony. It will be time enough for me to deal with this part of the question when it is raised

and the manner in which the supposed injurious effects to be produced is clearly pointed out.

The working details of the method advocated will be furnished as soon as the general principle of the method is accepted. To do so now would simply be a waste of time.

HUGH MCCALLUM,
San. Supt.

29th March, 1889.

Acting Sanitary General.

Have you any remarks to make on the foregoing minute, before it is submitted to the Governor?

F. S., Col. Sec.
30.3.89.

The Method proposed of burning the refuse if introduced here will be done under exceptional circumstances.

(1) The dust-bin refuse, contains a very small proportion of clinker than is the case in England.

(2) The heat generated by the combustion of the refuse cannot be utilized at Green Island.

In connection with the disposal of dust-bin refuse should also be considered the disposal of road debris: the increasing traffic along the main thoroughfares is rendering it very necessary that a more complete system of scraping and scavenging the roads should be introduced. From experience elsewhere I am of opinion that the cost of working the destructor for the removal and disposing of the refuse will generally equal about 25 per cent. of the material introduced into the furnace. The estimate for disposing of the refuse by taking it out to sea is based on the assumption that it is a cessary to remove it miles East of Cape D'Aguilar. I hardly think such a journey is necessary. I presume the estimate has been made on the basis of the return by the Surveyor General in 1884 as to the quantity of material to be treated, i.e., 84 tons per day. The size of the proposed tug and hopper lighters does not appear to be stated. I think the subject should be reconsidered with the mass of information Mr. MacCallum has collected in England.

FRANCIS A. COOPER.

4.4.89.

Submitted, I think the Sanitary Board might be asked to reconsider the matter, in view of the facts contained in the foregoing minutes.

F. S.
6.4.89.

I am not quite clear as to what constitutes the refuse which it is proposed either (1) to burn (2) carry out to sea or (3) to use for reclamation purposes. If there is to be any considerable proportion of organic matter, it would unquestionably be a nuisance to the inhabitants in the neighbourhood of any reclamation made with it. In such cases a place would require to be chosen which has not, and is not likely for many years to have, any very many inhabitants. And the question arises, Is there such a place for reclamation? The answer is, yes, and where the cost of depositing the refuse would be less than carriage out to sea.

G. W. V.
6.4.89.

To Sanitary Superintendent for a report.

F. S., Col. Sec.
6.4.89.

The Hon. Colonial Secretary.

1. I attach a schedule showing the nature of the refuse removed daily from the City.
2. From 70 to 80 per cent. of this refuse is organic or putrefactive matter.
3. The method for its final disposal advocated by me, may be fairly described as a kind of earth-burial and the subsequent planting of the burial ground with trees. In consideration of the level of high water, the method of disposal of refuse should be steadily borne in mind that cremation is simply oxidation at a high temperature, whereby all the organic part of the matter cremated is changed into gases and ash; and that by burial exactly the same result is obtained, only the process is slow and the temperature at which the change is effected is low.

4. The site recommended for carrying out this burial process is shown roughly in the attached tracing and is coloured red. The area is sufficient to admit of this method of disposal being carried out there, without difficulty, for the next thirty years at least, and in all probability for an additional twenty years. There are a considerable number of aqueducts in the neighbourhood of the site recommended for carrying out this method of disposal, but, so far as I am aware, no one has been able to ascertain the exact cost of the labour required to remove the refuse from the dust-boats to the mouth of the furnace, and this cost, together with the cost of the labour required to remove the clinker from the furnace, should be added to the sum given in the attached papers as the cost of maintenance of a destructor.

5. The cost of carrying out this method of disposal I have already estimated at \$100,000, and I have no cause for altering this estimate.

6. Had anything approaching the facilities available here for the disposal of town refuse been within reach of the large municipalities in England, I am satisfied neither destructors nor steam hopper boats would have been resorted to by them.

7. As to the effect of this method of disposal of the refuse would have on the health of the Colony, according to the present state of knowledge regarding the diseases of man and their causation—it is very difficult to see how any prejudicial effect can possibly arise from it. Before going further into this part of the question, I should like to hear from those holding opposite views, what diseases can possibly arise from carrying out this scheme, providing the work is done properly as indicated, and in what manner are they to arise.

HUGH MCCALLUM.

8.4.89.

SCHEDULE SHOWING ROUGHLY THE NATURE OF THE REFUSE REMOVED DAILY FROM THE CITY.

Domestic Refuse.
Vegetable debris.
Broken crockery ware.
Broken glass ware.
Broken and worn-out utensils of various materials.
Building rubbish.
Paper.
Rags.
Ashes, &c., &c., &c.

Trade Refuse.
Clinker.
Ashes.
Chemical waste.
Sawdust.
City refuse.

Leather trimmings.
Cloth trimmings.
Mat-bag waste.
Paper and card board, &c., &c., &c.

Street Sweepings.
Leaves, twigs, &c., &c., &c.
Vegetable debris.
Paper.
Animal droppings, &c., &c., &c.

Market Refuse.
Vegetable debris.
Fruit debris.

THE PROPOSED NEW CABLE TO SINGAPORE.
The Singapore Press makes the following comments on the correspondence of the Hongkong Chamber of Commerce with reference to the proposed cable to Singapore via Borneo:—The efficiency of the present cable for commercial purposes presupposes the permanence of peace. Any rupture of peace endangering the integrity of the single cable, or threatening the severance of communication, would soon show that then at any rate, commercial and strategic interests were inseparably knit together. The testimony of Sir Rowell Salmon, the value of an alternative line not touching foreign soil, of normal weight, and even were such a line to be cut and yet, prior to that, to convey the intelligence that war was imminent, he holds that any subsidy would be amply repaid by the assurance for protection of the cable would allow. As a matter of fact, the cutting of the cable itself would be indication enough of danger, and it will not be forgotten how, when all communication with Australia was suddenly cut off by submarine volcanic disturbance, the charges sufficient to replace the cable in the Colonies to make a mobilization of the Colonial forces in some places appear to be a timely precaution. At this time an additional argument for an alternative Hongkong-Singapore cable has been furnished by the anxiety of North Borneo, Labuan and Sarawak to be linked by cable with the rest of the world. To carry the second cable from Singapore to Hongkong via Sarawak and Labuan would supply the needed communication to the rapidly-growing and prospering regions of Borneo, which, at the same time, the necessary condition would be observed that as no point would the cable touch a shore not under British control. There is little need to descant on the advantages in various ways that would accrue from the proposed cable, an independent cable between such important British possessions as Singapore and Hongkong. That it would be a source of the young and flourishing territories of Northern Borneo, with all their rich promise for the future, and that it would be a link in the chain of communication, which, in the long run, would be the laying of the suggested cable. But, like many other things, desirable, this question itself finally into an affair of ways and means. The Telegraph Companies cannot maintain an extra cable at a loss so long as the present cable is more than amply able to carry the traffic which flows. The Hongkong Chamber of Commerce again naturally cannot be expected to approve of the Colonial funds being "buried" with the cable, and the necessary condition that a subsidy may be required by the Telegraph Company. They insist with reason on the Imperial character of the suggested cable, which are to determine its line. The commercial sufficiency of the present cable being indisputable, the proposed cable would be surprising if the Chamber of Commerce had discovered any plausible ground for justifying the placing of an Imperial burden wholly upon the shoulders of local revenues. It is tolerably certain that as long as Hongkong is the headquarters of the Eastern naval command, the Imperial Government will pay the subsidy, or Hongkong, nothing will be done, and the proposed cable, no matter how generally its utility and value are recognized, will remain in the limbo of good intentions, unless the Imperial Government will be so good as to subsidize it. The Imperial Government might be asked to take up three-fourths, the Hongkong Chamber of Commerce might be asked to take up one-fourth, and the remainder might be taken up by the Imperial Government. For this good reason, the chief one, because so long as Hongkong is the headquarters of the Eastern naval command, it would be important for Singapore to have its communications unimpeded by any hostile interruption. To this end the proposed alternative cable would afford the best possible means. This item, or a proportion of it, might be included in the list of our military contributions. Again, to the possible event of the breaking off of communication via Cape St. James, it will not be denied that the commercial interests of Singapore would find the second cable of inestimable value, and so far, there would be justification for the expenditure of a certain sum towards the remaining portion of the task part of the subsidy which would represent the share of Singapore. It is, however, for the Imperial Government to make the first move; the line is primarily military and strategic, and it is for the Imperial Government to make the first move. The Imperial Government would be to secure of certain gain towards the remaining portion of the task part of the subsidy which would represent the share of Singapore.

Submitted for H. E.'s information.

Mr. McCallum's proposal seems highly feasible, and the locality indicated is about the least objectionable that could have been chosen. It will take a long time to convert it into building land, but, when the process is complete, it would form a most valuable addition to the area of the Colony.

F. S.
10.4.89.

I should be glad of observations from Medical, Harbour and Works Departments. As probably it would save time if the heads of these Departments and Mr. McCallum were to meet and afterwards, jointly or severally (the former by preference), let me have their views as to the expediency of the proposal.

G. W. V.
11.4.89.

1. For the Harbour Master.

2. For the Colonial Surgeon.

3. For the Acting Surveyor General.

4. For the Sanitary Superintendent, to meet, discuss and report.

F. S., Col. Sec.
11.4.89.

The Hon. Colonial Secretary.

I attach a joint report by the Colonial Surgeon, Harbour Master, and Acting Surveyor General.

HUGH MCCALLUM,
San. Supt.

23rd April, 1889.

Since writing the above I observe that by His Excellency's minute it is evident I am expected to join in making the report asked for by him. I have therefore signed the joint report.

HUGH MCCALLUM.

Hongkong, 23rd April, 1889.

Sir,—We have the honour to forward you, for the information of His Excellency the Governor, the following report on the expediency of disposing of the dry refuse of the City of Victoria and British Kowloon in the Bay situated between Monk and Tai-ko-tai as proposed by Mr. McCallum.

2. We visited the proposed site on the 17th instant at about the time of low water, where there exists a large area of exposed mud, approximately indicated by the area coloured pink on the attached tracing.

3. This area, as to some extent, near the limits of low water, used as a timber dock by native boat-builders occupying premises in the immediate neighbourhood under aqueducts.

4. On the low-water level, there is a considerable deposit of black mud, the accumulation of waste products from soy-manufactories and squatters' tenements.

5. On the north-east, between this area and the village of Kowloon, the land is new territory, a low-lying tract of land now under cultivation, though formerly no doubt similarly situated to this portion which Mr. McCallum now proposes to reclaim.

6. After careful consideration of the locality and surrounding conditions, we are of opinion that the disposal of the dry refuse of the City of Victoria and British Kowloon on this site cannot bring about a more unhealthy state of things than now exists in this particular locality, and may, if the refuse is carefully deposited, being brought up in sections to the level of high water and then covered with 18 inches of soil obtained from the hill-sides close to, produce a marked improvement on the present state of affairs.

7. It appears to us that the best way of proceeding will be to construct a low water side, about 100 feet landwards of low water, by constructing a bank, to a large extent with the refuse, running in a north-westerly direction across the Bay for a distance of about 100 yards and having a short return bank northwards at its western extremity. Further depositing of refuse should then be commenced at high water mark on the eastern shore, so that any reclaimed area shall be contiguous to and easily accessible from the existing land above high water level.

8. The bank in the first instance may be constructed by depositing the refuse directly out of the boats, the site being accessible by boats between half and full tide; it will then form an easy means of communication for extending the depositing of refuse on the remaining portions of the area to be reclaimed.

9. It will doubtless be a convenience to construct a light bamboo landing stage and gangway, affording the best access to the bank at nearly all states of the tide.</

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Hongkong, May 28, 1889. 1029

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6.00 a.m. 4.00 p.m. 6.30 a.m. 2.45 p.m.

6.30 " 3.30 " 7.00 " 3.15 "

7.15 " 4.00 " 7.30 " 3.45 "

8.00 " 4.40 " 8.15 " 4.30 "

8.30 " 5.20 " 8.45 " 5.10 "

9.00 " 6.00 " 9.15 " 5.35 "

9.45 " 6.30 " 10.00 " 6.15 "

10.30 " 6.50 " 11.45 " 6.40 "

noon. 7.15 " 12.50 p.m. 7.00 "

12.45 p.m. 9.00 " 1.00 " 8.45 "

1.15 " 10.00 " 1.45 " 9.45 "

2.00 " 11.00 " 2.15 " 10.45 "

2.30 "

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Registration, 5 cents.

(d) Via Singapore, 10 cents.

(e) Between Hongkong, Canton, and Macao
5 cents.

Local Delivery.

1. All correspondence posted before 5
p.m. on any week day for addresses in
Victoria will be delivered the same day,
and generally within two hours, unless the
delivery should be retarded by the Contract
Mail.

2. Invitations, &c. can generally be
delivered within Victoria at the private
houses of the addressees rather than at
places of business, if a wish to that effect
be expressed by the sender, otherwise all
correspondence is invariably delivered at
the nearest place of business.

3. Boxholders who desire to send Cir-
culars, Dividend Warrants, Invitations, Cards,
&c., all of the same weight, to addresses in

Hongkong, or the Ports of China, may
deliver them to the Post Office unstamped,
the postage being charged on the
sender's account. Each batch must con-
sist of at least ten.

4. Boxholders may also send Patterns
to the same places in the same way. En-
velopes containing Patterns may be wholly
closed, if the nature of the contents be first
declared or stated to the Postmaster
General, as he may consider necessary, and
approved by him. Printed Circulars may
be inserted in such Pattern Packets.

The Post Office declines all responsibility
for Letters containing Bank
Notes, Coins, or Jewellery, and where Re-
gistration has been neglected, will make
no enquiries into alleged losses of such
letters.

Parcels Post to the United Kingdom.

Parcels not exceeding 11 lbs. in weight
are received at Hongkong and at British
Post Offices in China, for transmission to
the United Kingdom by P. & O. Packet
and Gibraltar. No parcel is sent with the
Overland Mail via Brindisi. Parcels there-
fore arrive in London about eight days later
than the Mail. Parcels may be sealed, but
any parcel, even though sealed, is liable to
be opened for examination.

Parcels must be posted in Hongkong
before 3 p.m. on the day before the depar-
ture of the Mail. Those arriving from the
Continent, &c., after this hour are kept for
the following P. & O. Mail.

The Postage is 25 cents per lb., and 20
cents each succeeding lb. or fraction of a lb.,
which includes Registration fee, and must
be prepaid in stamps. No further charge is
made in the United Kingdom except for
Customs duty. No parcel must be more
than 3 feet 6 inches in length, or 6 feet in
greatest length and girth combined. A re-
ceipt is given for each Parcel.

The sender must fill up a form of Customs
Declaration, which can be obtained free at
each Post Office. No parcel can be accept-
ed till this is completely and accurately
filled. The only articles ordinarily sent
from China which are liable to duty are
Tea, Tobacco, and Gold and Silver plate.

Dangerous or perishable goods, articles
likely to injure the Mails, Liquids (unless
specially packed) or parcels likely to be
damaged, such as gunpowder, are prohibited. No Pa-
cel can be received if its value exceeds \$50.

A Parcel may contain a letter to the same
address as that of the Parcel itself, or an-
other Parcel to the same address. No other
enclosures are allowed.

With regard to inland Parcels, addresses
are requested to observe that the Parcel
Mail is not opened until the ordinary dis-
tribution of letters, &c., is finished. The
postage on Parcels at home is 10d. per lb.,
the Regulations are generally similar to the
above, and the Parcels are sent out via
Gibraltar.

Indemnity for the Loss of a Registered Article.

The Post Office is not legally responsible
for the safe delivery of Registered correspon-
dence, but it is prepared to make good the
contents of such correspondence lost while
passing through the Post, to the extent of
\$10, in certain cases specified as follows:

1. That the sender duly observed all the
conditions of Registration required.

2. That the letter was securely enclosed
in a reasonably strong envelope.

3. That application was made to the
Postmaster General of Hongkong immedi-
ately the loss was discovered, the envelope
being invariably forwarded with such ap-
plication unless it also is lost.

4. That the Postmaster General is satis-
fied that the loss occurred whilst the corre-
spondence was in the custody of the British
Postal authorities in China, and was not
caused by any fault on the part of the
sender, by destruction by fire, or shipwreck,
nor by the dishonesty or negligence of any
person not in the employment of the
Hongkong Post Office.

5. No compensation can be paid for mere
damage to fragile articles such as portraits,
watches, handily bound books, &c.,
which reach their destination, although in a
broken or deteriorated condition.

Missed or Delayed Correspondence.

When correspondences has been missed
or delayed (both of which are liable to
happen occasionally) all that the addresser
need do is to note on the cover, Sent to
—, or Received at 7 p.m., or as the case
may be, and forward it, without any
other writing whatever, to the Postmaster
General. This should be acted on the first
time cause of complaint occurs; it is a
mistake to let such matters pass for fear of
giving trouble, a course which generally
gives more trouble in the end.

1. Circulars, Dividend Warrants, Invita-
tions, Cards, Patterns, Bills, Almanacs,
&c., for addresses in Hongkong or the Ports
of China in batches of not less than ten of
uniform size and weight may be sent to
the Post Office unstamped, the postage at
the rate of one cent each, being paid in
cash or charged to the sender's account.

2. Such covers when addressed to places
other than Hongkong or China, must be
prepaid two cents each in stamps as here-
before.

3. Circulars, &c., must not exceed 2
ounces each in weight. Patterns, Almanacs,
&c., must be under 4 ounces each in weight.
Heavier articles will be charged ordinary
rates.

4. Envelopes containing Patterns, &c.,
may be wholly closed if the nature of the
contents be first exhibited or stated to the
Postmaster General, as he may consider ne-
cessary, and approved by him. Printed Cir-
culars may be enclosed in pattern packets.

5. Addresses must be complete. That
is to say, on such covers as are not ad-
dressed to heads of houses the addressee's
residence or place of business must be
added. Incompletely addressed covers will
be returned to the sender for address.

6. It must be understood that the above-
mentioned classes of correspondence will
invariably be delivered at places of business
unless special arrangement is made for
delivery at private houses. Such arrange-
ments can only be made subject to the
General work of the Post Office.

Fees for Public Vehicles.

China.

IN VICTORIA WITH TWO PASSENGERS.

Half hour ... 0.10 Three hours ... 0.50

One hour ... 0.20 Six hours ... 0.70

Day (6 a.m. to 6 p.m.) ... 1.00

If the trip is extended beyond Victoria,
half fare extra.

BY ROAD VICTORIA, WITH FOUR PASSENGERS.

Hour ... 0.60 Six hours ... 1.50

Three hours ... 1.00 Day (6 a.m. to 6 p.m.) ... 2.00

By Road Victoria, with single passenger.

Quarter hour ... 0.05 Hour ... 0.15

Half hour ... 0.10 Every subse-
quent hour ... 0.10

NOTE.—Victoria extends from Mount
Davis to Causeway Bay and up to the level
of Robinson Road. If the vehicle is
discharged beyond these limits half fare
extra is to be allowed for the return journey.
Extra fares for drivers and extra hours to
be paid proportionately.

Merchant Vessels in Hongkong Harbour.

Exclusive of all Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at
Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the
Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. & O. Co.'s Office.
5. From P. & O. Co.'s Office to Paddar's Wharf.
6. From Paddar's Wharf to the Naval Yard.

| Vessel's Name. | Flag and Reg. | Tons. | Date of Arrival. | 1 st Mate or Agents. | Destination. | Remarks. |
|----------------|------------------------|-------|------------------|---------------------------------|------------------------|------------|
| Steamers | | | | | | |
| Apenirde | h. Hohlmann Ger. str. | 1340 | June 5 | Goo. R. Storons & Co. | Calcutta, &c. | |
| Arratton Apen | h. Oliffont Brit. str. | 1392 | June 5 | David Sassoon, Sons & Co. | Kobe | 11th inst. |
| Avoochie | h. Smith Brit. str. | 809 | June 5 | Stimmes & Co. | | |
| Chang Hye Tong | h. Smith Brit. str. | 1039 | June 5 | Morris & Ray | | |
| Chow Pa | h. Smith Brit. str. | 973 | June 5 | Morris & Ray | | |
| Chow Pa | h. Smith Brit. str. | 923 | May 24 | Bun Hin Chan | | |
| Chow Pa | h. Smith Brit. str. | 1055 | June 5 | Yuen Fat Hong | Kobe | |
| Chow Pa | h. Smith Brit. str. | 1060 | June 5 | Arnold, Karberg & Co. | | |
| Chow Pa | h. Smith Brit. str. | 990 | June 5 | Malcham & Co. | | |
| Chow Pa | h. Smith Brit. str. | 990 | June 5 | Jardine, Matheson & Co. | Satow, &c. | To-morrow |
| Chow Pa | h. Smith Brit. str. | 4205 | June 5 | P. & O. S. S. Co. | San Francisco | |
| Chow Pa | h. Smith Brit. str. | 1190 | June 5 | Malcham & Co. | Yokohama & Kobe | |
| Chow Pa | h. Smith Brit. str. | 783 | June 5 | Douglas Steamship Co. | Coast Ports | To-morrow |
| Chow Pa | h. Smith Brit. str. | 1495 | June 5 | Jardine, Matheson & Co. | Shanghai | To-morrow |
| Chow Pa | h. Smith Brit. str. | 1608 | June 5 | G. M. S. N. Co. | Haiphong | To-morrow |
| Chow Pa | h. Smith Brit. str. | 704 | June 4 | A. R. Marty | | |
| Chow Pa | h. Smith Brit. str. | 869 | May 25 | Yuen Fat Hong | | |
| Chow Pa | h. Smith Brit. str. | 1109 | June 5 | Chinese | | |
| Chow Pa | h. Smith Brit. str. | 517 | June 5 | Hop Hing Hong | | |
| Chow Pa | h. Smith Brit. str. | 161 | Sept. 27 | H. A. & W. Duck Co. | | |
| Chow Pa | h. Smith Brit. str. | 1288 | June 5 | Wilder & Co. | | |
| Chow Pa | h. Smith Brit. str. | 315 | June 5 | Chinese | | |
| Chow Pa | h. Smith Brit. str. | 1450 | May 17 | Butterfield & Swire | Hatoh, and London, &c. | To-morrow |
| Chow Pa | h. Smith Brit. str. | 1450 | May 17 | Butterfield & Swire | | To-morrow |
| Chow Pa | h. Smith Brit. str. | 1107 | June 5 | Tung Kee & Co. | | |
| Chow Pa | h. Smith Brit. str. | 675 | May 30 | Russell & Co. | | |